ESSO FLEET NEWS

PUBLISHED BY THE MARINE DEPARTMENT, HUMBLE OIL & REFINING COMPANY

Volume 14, Number 9 May 8, 1972

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THE UNIVERSITY OF TEXAS AT AUSTIN

Dr. Lione Reports On Voyage In 'Esso San Francisco'

"I appreciated the hospitality of the officers and crew in the *Esso San Francisco* and the opportunity to sail with them. I was impressed with their friendly manner and business-like attitude. Their morale and spirit of cooperation were excellent. I was most impressed with the excellent maintenance, sanitation, and housekeeping throughout the ship. The high standards set and achieved are indeed commendable." This "commendable commendation" came from Dr. John G. Lione who recently made a voyage from Baytown to Baltimore in the *Esso San Francisco*.



Dr. Lione

(See **MEDICAL REPORT,** page 4)

Firefighting Schools

From February 1 to *Fleet News* presstime on May 4, a total of 57 officers and men from the oceangoing fleet and 6 from inland waterways vessels have attended firefighting sessions at Baton Rouge Refinery. More are scheduled to attend as vessels come into port.

The firefighting training program at Baytown Refinery was activated for one month, from mid-March until mid-April, during which time 29 seagoing employees attended sessions there. The refinery plans to operate its firefighting school on a regularly scheduled basis, starting about mid-June.

Low Injury Records Set In First Quarter

Officers and crew members in the oceangoing fleet set two safety records in the first quarter of 1972. They had only one lost-time injury reportable to the National Safety Council during the entire first quarter ending April 30. This was the fleet's lowest number of lost-time injuries for any first quarter period since 1963, according to available records. Also, the fleet had the lowest number of combined lost-time and non-lost-time injuries of any previous first quarter since 1963—a total of 14.

Employees in the inland waterways fleet had an improved record during the first quarter of this year when they had seven combined lost-time and non-lost-time injuries, as compared to 14 in 1971.

Both fleets have shown a significant reduction in the number of personal lost-time injuries so far this year as compared to this same period last year. The one lost-time injury (on February 20) reported in the oceangoing fleet to date compares with six for this same period last year. The IWW fleet has had three lost-time injuries so far, as compared to five for this time last year.

"Come Visit Mexico," Says Matt Brodie

Editor's note: What's it like to retire and live in Mexico? Matt Brodie gives his impressions of the country.

"I think that Guadalajara is one of the most beautiful and economical places in which to live in all of Mexico," said Matt Brodie on a visit to the Marine Department in Houston recently. Since he retired in 1969 as 3rd assistant engineer in the fleet, Mr. Brodie has been living in an apartment in Guadalajara about nine months out of each year. He spends the rest of the time traveling in Mexico and visiting family and friends in New York where he maintains a home.

"Many retired people from the states live in Mexico," he said. "A number of affiliates of American companies are locating in this country and many Mexicans are studying English to get jobs with these affiliates. Language is no barrier, however, as you soon pick up enough Spanish to get along on and there's always someone around who speaks and understands enough English to help you. The Mexican people are a proud people. They are pleasant

(See **MEXICO,** page 3)



Matt Brodie, right, points out some scenic areas in Mexico to Tom McTaggart, port engineer, during recent visit to the Marine Department office in Houston.

EXX-MOR-008013

TAFFRAIL TALK

WITHOUT DOUBT, Marine Department employees have outstanding children. Take Messman Matthew M. Matherne, for example. His son, William, was recently initiated into *Phi Eta Sigma*, a national scholastic honor fraternity for men at Louisiana State University. And no wonder that "Pop" is proud. William, a freshman, had to maintain at least a 3.5 academic average in his first semester (out of a possible 4.0) to be elected to membership in the fraternity. "We owe much to Humble because without the Humble paycheck, William would not have been given the chance to go to college," wrote Mrs. Matherne who enclosed a clipping from a Baton Rouge newspaper which told of William's accomplishment.

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EVERYONE IN the *Esso Florence* had a ringside seat when Apollo 16 was launched. "On April 16, we were on our way to Charleston, South Carolina, in Lat. 31 degrees 36 minutes North, Long. 79 degrees 35 minutes West, roughly 200 miles North of Cape Kennedy when lift-off time for Apollo 16 was due," writes Captain Alphonsus Gregaitis. "Since the sky was clear, blue, and cloudless, we decided to watch the horizon hoping to see the take off. Sure enough, as we followed the countdown by radio and kept our eyes glued toward the Southwest horizon, we saw the sight of a lifetime—the white rocket with its glowing orange fire trail accelerating into the heavens. Then after a few seconds, another burst of fire occurred as the command module separated and disappeared on its historic voyage. It was very gratifying to have witnessed this event from such a fine ringside seat," he said.



GREGORY B. YOOS, 3rd mate, has joined the dozen or so other porpoise carvers in the fleet. He shows his latest creation here, and although he claims to be only an amateur wood carver, the porpoise he completed while sailing in the *Esso Bangor* rates right up there with those carved by the pros. He next plans to turn out a wood carving that is perhaps a little unusual for seagoing folk who usually carve objects related to the sea. He plans to carve an English Sheepdog.

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IT WAS AWAY FROM THE TYPEWRITERS for a while to visit the *Esso San Francisco* when she was in port at Baytown recently. These four employees in the Marine Department headquarters in Houston were taken on a guided tour through the big ship by her officers and by Albert T. Fellows, assistant port engineer. The group came away impressed, not only with the size and complexity of the *Esso San Francisco,* but also with the fact that the smooth operation of our ships depend, in great part, on efficient work performed by people ashore—whether they are secretaries, dispatchers, cargo handlers, or others. Shown in the engineroom, are, from the left: Katherine R. Rhodes and Mary Jon Bramlett, secretaries in Marine-Operations; Thelma M. Judice, secretary to the Marine Department assistant general manager; and Helen W. Carson, accounting clerk in the Accounts Payable Section.

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Obituary

CAPTAIN SWEN A. MALM, 79, died of a heart attack on April 4 at Chestertown, Maryland. He joined the Esso Fleet in October, 1925, as third mate in the *O. T. Waring.* He sailed as third or second mate in the *H. H. Rogers, Walter Jennings,* and *Chester O. Swain* where he advanced to chief mate in July, 1930, and relieving master in February, 1933. Half of his 30 years with the fleet was spent as chief mate and master aboard three ships—the *Chester O. Swain, Wm. G. Warden,* and *Esso Camden.* He served as master for more than 18 years, 7 of them as master of the *Esso Camden.* His last command was as master in *Esso Suez.* He retired in January, 1956. Captain Malm is survived by his widow and one daughter.

—o—

CAPTAIN HOWARD T. PETERSON, 54, died of a heart attack on April 25 at Wantagh, Long Island, New York. Captain Peterson joined the company on June 11, 1946, as mate and sailed in that capacity in various motor vessels and tugs in the New York area. On December 1, 1965, he was made permanent captain. His last assignment was as captain in the *Esso Massachusetts.* He is survived by his widow and one daughter.

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HIPOLITO GARCIA, 80, died on April 10 at Beekman Hospital in New York City. He first sailed in the *W. C. Teagle* in 1917. After several service breaks, Mr. Garcia retired in 1956 with 27½ years service. His last ship was the *Esso Greenville.* He was fireman or F/WT most of his career with short periods as oiler. He had no immediate family at the time of his death.

Last Lost-Time Injury In Fleet--February 20

ESO, JSTOA To Receive Pay, Retroactively

The company has obtained approval from the Pay Board to pay, retroactively, certain increases that were frozen by the government's Phase 1 wage controls program in effect from August 14 through November 13, 1971.

Employees represented by the Esso Stewards Organization were scheduled to start receiving penalty pay as of October 1, 1971. Those represented by the Jersey Standard Tanker Officers Association were scheduled to receive penalty payments and increases in wages and overtime rates starting November 1, 1971. These payments were begun on November 14, 1971, when the wage freeze was lifted. However, the question of paying them retroactively to the original effective dates was subject to Pay Board regulations and approval.

Pay Board approvals for these retroactive payments have now been obtained. JSTOA members received the retroactive wage increases in their April 30, 1972, paychecks. The increases in retroactive overtime payments will be paid on the May 15 payroll.

The retroactive penalty pay for both the JSTOA and the ESO will be given when masters fill in Additional Compensation Reports and send them to the Marine Payroll Office in Houston, showing the date and time of each occurrence during the freeze period for which penalty time should have been paid.

MEDICAL REPORT.....continued from page 1

Dr. Lione is assistant medical director in Humble's Medical Department in Houston and medical director for the Marine Department. He made the voyage mainly to study health and safety conditions aboard ship during seagoing operations.

"I found that facilities for food storage, refrigeration, preparation, service, and dishwashing were all excellent and well maintained and that dining rooms for officers and crew were attractive and clean. Meal selections were varied and the portions served were ample," Dr. Lione said. He reported that lounge areas were neat, officers and crews quarters were well maintained, and all ship's gear was properly stowed, including chemicals and paints.

"Although for the most part I found that health and safety conditions in the *Esso San Francisco* were outstanding, I noticed a condition or two that could be improved—and I suspect that these conditions exist in other ships in the fleet as well," he said. "For one thing, I would like to encourage men working in the engine room and in other noisy areas to protect their hearing by wearing ear muffs. These areas are clearly labeled and ear muffs are provided for hearing protection.

"Another condition that could be improved is the men's use of leisure time. It's not that personnel in the fleet do not work as hard as those in other parts of the company, because they do, but by nature of their occupation they have longer periods of relaxation, especially when at sea. I suggest that more officers and crew members devise some kind of self-improvement program, including the development of hobbies, so as to use their leisure time as constructively as possible to avoid boredom."

Dr. Lione believes that inefficient use of leisure time may be one of the main reasons why some persons in the fleet are overweight. "When someone is bored, he has a tendency to overeat or oversnack for the lack of anything else to do. The person who looks forward to leisure time and spends it constructively will probably be less concerned with the overeating-overweight problem," Dr. Lione said.

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Retirements

LAWRENCE J. FILLIAUX, who lives in Baltimore, Maryland, retired on May 1. He began his seagoing career in 1943 as messman in the *F. H. Bedford, Jr.* Later that year, he sailed as AB in this same ship, and in May, 1945, he became 3rd mate in the *Bedford.* He sailed as 3rd mate in the *F. W. Weller* in 1945, 2nd mate in the *Esso Concord* in 1948, and chief mate in the *Esso Augusta* in 1950. He sailed as deck officer in various vessels since then, until his retirement from the *Esso Lexington.*

JOAO M. LOPES, was messman in the *Esso Lima* when he retired on May 1. Mr. Lopes joined the fleet as messman in the *Esso Manhattan* in November, 1950. With the exception of a brief period as wiper, he spent his entire career in the Stewards Department. He lives in New Bedford, Massachusetts.

JAMES P. SIBLEY joined the Humble Fleet in September, 1952, as messman in the first *Esso Baltimore.* He became 2nd cook in the *Esso Huntington* in August, 1965, and chief cook in this same ship in June. 1968. He retired as chief cook in the *Esso Baton Rouge* on May 1.

JUSTIN A. MURPHY, retired on May 1 as AB in the *Esso Lexington.* He joined the company in December, 1947, as deck maintenanceman in the *Peter Hurll.* In November, 1948, he became AB in the *Esso Bolivar* and served in this rating in various company vessels until his retirement. He lives in Bayonne, New Jersey.

JOHN L. BENNER was AB in the *Esso Baton Rouge* at the time his retirement became effective on May 1. He joined the fleet in April, 1952, as OS in the *Esso Lynchburg.* In December, 1954, he became deck maintenanceman in the *Esso New Orleans* and AB in the *Esso Bermuda* in July, 1956, the rating he served in for the rest of his seagoing career.

CAPTAIN ELNINE W. SCOTT retired on May 1 as master in the *Esso Newark.* Captain Scott, who lives in Santa Rosa, California, joined the company as AB in the *R. G. Stewart* in April, 1948. His first assignment as 3rd mate was in the *Hanseat* in September, 1939. He became 2nd mate in the *Elisha Walker* in October, 1940, and chief mate in the *Esso Rochester* in January, 1945. After a period of broken service, Captain Scott returned to the fleet in September, 1947, as 3rd mate and worked his way up to master. His first assignment as master was in the *Esso Scranton* in March, 1968.

ESSO FLEET NEWS is published every other Monday for active and retired employees of the Marine Department, Humble Oil & Refining Co.; Emmett A. Humble, General Manager; Sydney Wire, Assistant General Manager.

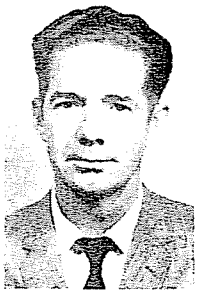
GENE LEGLER.....Editor



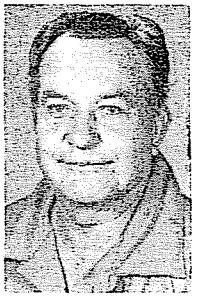
JOHN D. BURROS was presented a wallet and cash gift from his shipmates in the *Esso Boston* recently, his last vessel before retiring on May 1. He is shown in the front row, holding the wallet, as personnel in the vessel held a special ceremony on deck to congratulate him. Mr. Burros joined the fleet in August, 1951, as utilityman in the *Esso Bolivar.* He became 2nd cook in June, 1957, in the *Esso Little Rock,* and retired as 2nd cook in the *Esso Boston.* Mr. Burros lives in Marion, Massachusetts.

SERVICE AWARDS

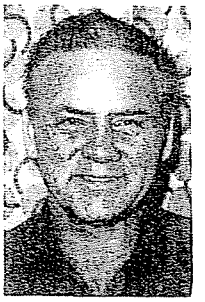
20 YEARS



Fred H. Loyd, Jr.
3rd Asst. Eng.
March 30, 1972



Sidney Schmidt, Jr.
OS
March 19, 1972



William J. Starnes
Pumpman
March 15, 1972



Fernando R. Viera
3rd Asst. Eng.
February 23, 1972

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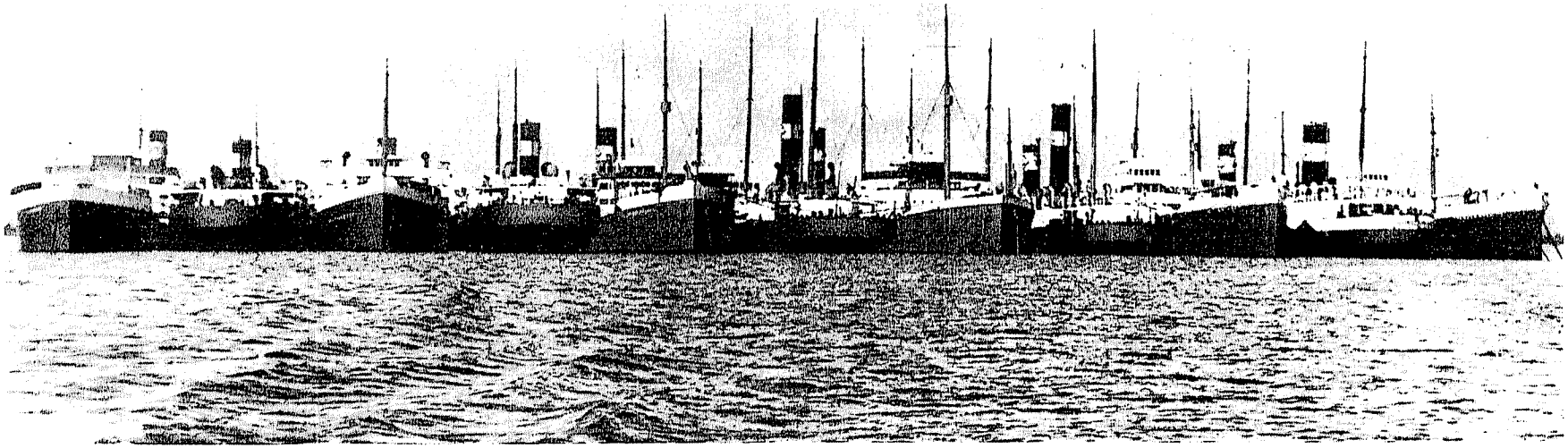


L. J. Drake Beaconhill Beaconstar Beaconoil Benjamin Brewster Christy Payne W. H. Libby Livingston Roe M. F. Elliott W. H. Tilford Thomas H. Wheeler

Remember Those NOT So Good Old Days?

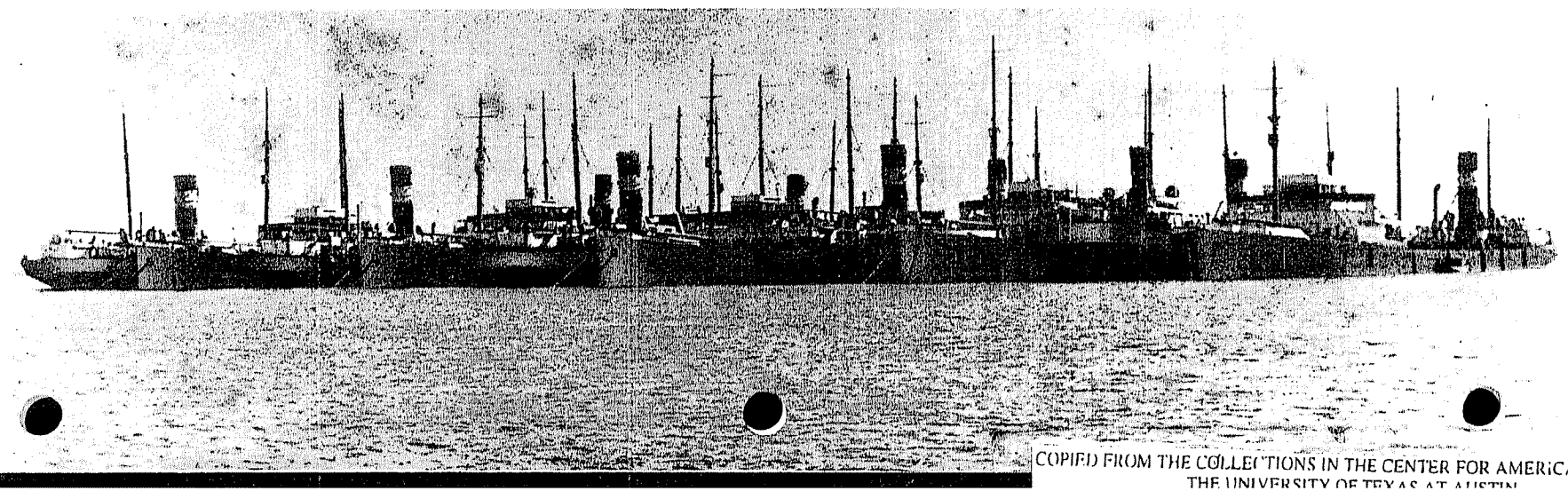
Are the names of any of these ships familiar to you? If you are a long-time member of the Marine Department, you may have sailed in one of these vessels. The pictures were taken in 1931, one of the deep, dark depression years when a fleet of company ships was tied up in the Patuxent River near Solomons, Maryland. There simply wasn't any business for them. When possible, the company hired local people to repair and maintain these vessels, thus providing work for many at a time when jobs were very scarce. Remembering these lean years, civic representatives and others in Solomons have asked for pictures of the tied-up fleet to display in a new museum that is being established there. Bobby M. Pouncey, 1st assistant engineer in the *Esso San Francisco,* lives in Solomons and is helping the museum collect pictures of ships. He is the son-in-law of E. J. Chadwick (deceased), former assistant port engineer who was assigned to maintain the fleet at Solomons and was instrumental in providing work for local people.

The pictures here are reproductions of larger color photos that will be given to the museum. They were donated by Guy L. Bennett, former port engineer and assistant manager of the Marine Department, Port of New York Office. Mr. Bennett lives in Jamesport, New York.

What happened to the ships shown here? All were eventually returned to sea duty where they served out their useful lives. Some were lost during the war, and others were sold.

It may be that you served in one of these vessels and can recall some unusual experiences that would make an interesting story for *Fleet News* readers. If so, we would be glad for you to write about them and send any related pictures to us. They'll be returned.

A. C. Bedford E. J. Sadler H. H. Rogers James McGee Charles Pratt Walter Jennings Wm. G. Warden Beacon Beaconlight F. Q. Barstow



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